

PHOTOS AT THE CARNIVAL

FINE EXHIBIT MADE BY AMATEURS

Most of the Views Are by Members of the Camera Club of This City.

The exhibit of photographs by amateurs is well worth a careful study. Most of the exhibitors are members of the Camera Club. Very few out-of-town exhibitors have sent in work. Indeed, when it is remembered that the cash value of the prizes is greater than that before, it is surprising that the number of exhibitors is so small compared with that on former occasions. The judges have not yet had time to make their task well undoubtedly be an easy one.

The prizes exhibited are divided into the following classes: 1, portrait; 2, genre; 3, landscape and maritime; 4, interior; 5, still life. Following are the prizes:

- First prizes of \$5 each in classes 1, 2 and 3.
- Second prizes of \$3 each in each of the above three classes.
- First prizes of \$10 each in classes 4 and 5.
- Second prizes of \$5 each in each of the last two classes.

A grand prize of \$25 for the best general exhibit containing prints in at least two of the above classes.

Myra Albert Wiggins, of Salem, has some notably artistic work. She is represented in every class except No. 4, and her work is all of a high order. The head of the genuine artist. No. 114, the head of a young woman seen in profile, is extraordinarily successful for the softness and beauty of the lighting, which gives the picture the effect of a watercolor; the shadows seem almost to have been put in with a brush, so translucent are they, whether on the bare shoulders, the face or the loosely curled brown hair. The background is particularly well brought out, and furnishes a study in itself.

Through the "Mist," a landscape wrapped in the soft vapors of heaven, is "Full of atmosphere," as the painter says, a delicate, beautiful piece of work. "Helmholtz," is the first of a group of three scenes that are instinct with life, and show the fine perception of the true artist. The spectator is suddenly transported to the scene, and looks at the peasant woman and child peering out from the old casement, the yearning for home expressed so unmissably in their faces.

"The Mother," is remarkable for the past mother-love on the face of the peasant woman holding the sleeping babe. In No. 113, the same mother and babe are shown, with the addition of a wee creature, both mother and child having their looks bent earnestly down upon the babe. The artist has used peculiarly fortunate finding models that are capable of throwing themselves into their parts with so much feeling.

Edith H. Walker has a wonderfully beautiful study of a woman by moonlight. It is full of darkness and mystery. The strong part of the picture is the dark, black as it is, seems penetrable. The center of the picture is a billowy cloud, and the crisp reflected light from the moon on the dark waters below is well worth careful study. Mr. Walker has produced a picture of Mount Hood from Larch Mountain, near Homeville, shows the peak from a new point of view. The old fir trees in the foreground, the timber-covered mountains leading up to it, give it quite a new aspect. The portrait of Miss Veighn, 93, is superb in its technique, and altogether a strong piece of work, thoroughly artistic in style and artistic in its framing. Mr. Walker's "Marguerite," as she comes with downy curls from her mother, while not new to the world, is a picture that is a welcome addition to any exhibition. No. 90, "The Sun," is also well known from "The Sun," a picture that is a welcome addition to any exhibition.

"Lone Victim of a Stormy Sea," shows a dismantled ship buried in the sand, only the three masts visible. The picture is interesting, but, in its simplicity, is one of that class which makes too heavy a demand upon the sentiment of the spectator. Being executed in a medium where there would have offered some relief. No. 90 is a genre, entitled "The Winning Hand," a pack of cards, a determined young face and a smiling one, are the table. It is thoroughly characteristic and makes a strong, story-telling picture.

"A Little Girl's Story," is not so successful as the other pictures. The picture is interesting, but, in its simplicity, is one of that class which makes too heavy a demand upon the sentiment of the spectator. Being executed in a medium where there would have offered some relief. No. 90 is a genre, entitled "The Winning Hand," a pack of cards, a determined young face and a smiling one, are the table. It is thoroughly characteristic and makes a strong, story-telling picture.

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OUR TRADE WITH MEXICO

Its Rapid Growth Pointed Out by British Consul.

WASHINGTON, Sept. 25.—The rapid growth of the trade of the United States with Mexico is illustrated by the following statement by the British Consul in Mexico, a copy of which has just reached the Treasury Bureau of Statistics:

"It is very interesting to note the fluctuations in the proportion that each of the principal countries represents in the total import trade of Mexico. According to returns already published, it is seen that in the year 1873 the United Kingdom's share in this trade represented a very much larger proportion, but with the advance of the railways this proportion has decreased very materially. On the other hand, the proportion of merchandise imported from or through the United States has advanced very considerably. In the fiscal year 1873-4 its value represented 28 per cent of the total, while in the year ended December 31, 1900, this proportion had risen to 31 per cent.

"The value of the imports from the United Kingdom and her colonies in the calendar year 1900 was £2,127,111, as against £2,972,103 in 1899, which, though greater in value shows a proportion of only 10 per cent, as against 12 1/2 per cent in 1899. The value of the imports from her colonies shows that India sent over £26,000 and Australia £2,720. Canada shows but a value of £1,640. Although the proportion is comparatively small, it is interesting to note that the statistics published by the Government of the Dominion, would show a difference. It must be borne in mind that as all the imports from Canada have to pass through the United States (there being no direct maritime service from Canada to Mexico), in the Mexican returns it is more than probable that they are entered as being of American production.

"The imports from the United States of America represent a value of £6,797,042, as against £5,590,000 in 1899, showing an increase of 21 per cent over those of last year, and an advance from 48 1/2 to 51 1/2 per cent of the total value of the imports.

"The value of the imports from France in 1900 was £1,283,829, as against £1,294,422 in 1899, which shows a still further decrease in the proportion they bear to the total value of the imports. Their value represented 1 1/2 per cent, while in the present proportion it is only 10 1/2 per cent.

"An increase of £233,467, or nearly 2 1/2 per cent is visible in the value of the imports from Germany, during the present year. The value is respectively £1,222,794 in 1899 and £1,456,261 in 1900, notwithstanding the advance in value, the proportion to the total is but 1 1/2 per cent, as compared with 1 1/2 per cent in 1899.

"Spain's proportion of the trade of Mexico is interestingly small. In 1899 the value of Spanish merchandise imported into this country was £209,220, representing 0 1/2 per cent of the total value of the imports. In the year 1900 the value was £208,150, and represents a proportion of but 0 1/2 per cent.

"Other countries, principally European nations on the following order: Belgium, Holland, Austria-Hungary, Switzerland and Italy make up the greater portion of the value of the imports under this head, which show a value of £262,825, or 1 1/2 per cent in 1899. This increase, however, does not increase its proportion of 5 per cent to the total value of the imports.

"The total value from the whole of Central and South America and the West Indies, Cuba, in the year 1900, was only £138,188. This is the more noticeable, as on account of their proximity to the United States, one would suppose that a reader might be able to find in the produce of these countries, but by the means of communication are difficult, most of the countries having to send either to New York, Jamaica, and even the United Kingdom, in order to find a means of conveying their merchandise to Mexico.

"In the case of the imports the connection with the United States is the only means of producing or merchandise from here to the Southern American Republic on the Atlantic seaboard. It is, one may say, imperative to send them to New York or United Kingdom, as the only means of sending them otherwise is by the Spanish line, which sometimes touches at ports in the West Indies.

"The retrograde movement of the proportion of the imports from each of the principal countries during the past five years:

Country	1898	1899	1900
United Kingdom	12 1/2	10	10 1/2
United States	48 1/2	48 1/2	51 1/2
France	1 1/2	1 1/2	10 1/2
Germany	1 1/2	1 1/2	1 1/2
Spain	0 1/2	0 1/2	0 1/2
Other countries	1 1/2	1 1/2	1 1/2

Nitrate of Soda in Nevada.
Engineering and Mining Journal.
The reported discovery of beds of nitrate of soda in Nevada may prove of great importance. They are near Lovelock, Humboldt county, and a company has already been formed to prospect and develop them. Chile at present furnishes the world's supply, and the use of the mineral for agricultural purposes is increasing. A large deposit which could be worked and put on the market at a reasonable cost ought to be a valuable property. The extent of the new beds is as yet very imperfectly known.

Ardent Desire of the People.
Philadelphia Record.
President Roosevelt has announced as a part of his forthcoming policy to send in positions of trust men only of the highest integrity. If he shall stick to this he will offend many men in his own party, and many more outside of it, among his countrymen. There is nothing so ardently desired by the mass of the people of the United States as honest government, and honest government can only be expected at the hands of honest men.

New Jersey Republicans.
TRENTON, N. J., Sept. 25.—State Chairman Franklin Murphy will be nominated for Governor by the Republicans tomorrow at their state convention. John W. Gregg, Attorney-General in President McKinley's first Cabinet, was tonight selected as chairman of the convention.

No Crime Was Committed.
SALEM, Sept. 25.—Lemuel Gossaw, who was arrested yesterday, charged with incest with his 15-year-old daughter, was discharged today, it being conclusively proven that no crime was committed.

Captains Forsythe and Lee Retired.
WASHINGTON, Sept. 25.—Captains James M. Forsythe and George W. Lee were placed on the retired list today upon their own application, with the rank of Rear-Admiral.

THE ORDERS TO SCHLEY

(Continued from First Page.)

for about two minutes. The witness had said that the engine was stopped. "What was the next order given for some time afterward?" "When was a further signal received by the indicator, and what was the signal?" "Within the first hour of the engagement the direction was changed to full speed astern."

"Can you not give an estimate of the time you delivered the order for full speed astern and how long after the beginning of the action?" "I should say that within the first hour."

"Were there any other signal given during that watch within your knowledge for the port engines to reverse?" "There was none to my knowledge."

Mr. Clayton was not questioned by Mr. Raynor. **Admiral Cotton on the Stand.** Rear-Admiral Cotton, now Commander of the Norfolk navy-yard, who commanded the auxiliary cruiser Harvard during the Spanish War, was the next witness. He told of meeting the flying squadron under Commodore Schley, off Santiago, May 27, 1898, and said that on that date he had delivered dispatches to the Commander of the Harvard, and the Navy Department. He had, he said, boarded the Brooklyn about 10:30 o'clock. The weather was then moderate and he had had no difficulty in going aboard the Brooklyn from his boat. He had worn his sword.

"What conversation took place between you and Admiral Schley?" asked Captain Lemly. "It will be impossible for me to state the entire conversation," the witness replied. "I was on board, generally speaking, from about 10:30 to about noon. The conversation naturally covered a very wide range, the subject of the dispatches was, of course, relative to the dispatches."

"What was said about the dispatches?" "I was told of meeting the flying squadron by me at St. Nicholas Mole, together with the translation of those dispatches, made by Lieutenant Beall, of the Harvard, and that he was personally to him in his cabin, in the order of their date. He received them, read them and commented in a general way upon their purport; spoke of the difficulty he had in getting aboard the ship while at Cienfuegos and subsequently, to the date of which I am speaking, May 27, and said it had been almost an impossibility to get coal on board immediately after the battle. He questioned me relative to the practicability of coaling ships at St. Nicholas Mole and Gonave Channel. As to St. Nicholas Mole, he said that he was not practicable to coal at the very utmost more than one large ship at a time there, and in case the weather became bad she would immediately have to go to sea. I remembered I recalled no qualification as to Gonaves Channel."

Admiral Cotton said in response to a question from Captain Lemly that vessels of the Harvard were on the coast that day, he said, "at some time during that day," he said. As indicative of the condition of the sea, he had used a cockshell boat going from the Harvard to the Brooklyn, and had worn a white uniform.

"Was anything said about going to Key West for coal?" "Returning to what I said with reference to the difficulty which Commodore Schley stated to me he had in getting coal on board of any of the ships at Cienfuegos, he said he was completely unable to get coal, and that the weather was bad and it had been bad almost continuously. It was a very serious problem as to how or whether he could possibly get coal to reach Key West. He said if he found the weather did not improve and he found it impracticable to coal there, he could only see one resort, and that would be to return to Key West. He said he had been bad almost continuously. It was a very serious problem as to how or whether he could possibly get coal to reach Key West. He said if he found the weather did not improve and he found it impracticable to coal there, he could only see one resort, and that would be to return to Key West.

"During my visit he gave an order to make signal, a general signal as I remember it, not limited to the flying squadron alone, to report whether the ships had sufficient coal to reach Key West. The signal was made, or, at least, I assume it was made. At all events, during my presence with Commodore Schley he received a report to the effect that all his ships, including the Texas, had sufficient coal to return to Key West. I think the Commodore was very much relieved when he received this information. Shortly after I should say within a few minutes, he directed a signal to be made preparatory for the ships to return to Key West. The order was given in a general way. I cannot give the exact words of the order, but what I have stated was their purport. While I was still there he received signals to the effect that the signals were received. Before I left the ship he ordered a signal to be made for ships to form preparatory for steaming to Key West.

"To go back a bit, I had informed Commodore Schley that it was utterly impossible for the Harvard to get anywhere except to Kingston. I had not sufficient coal to go to Key West, and he verbally authorized me to proceed at once to Kingston to receive such an amount of coal as I could get there, sufficient to enable me to return to the nearest United States port."

"I left the Brooklyn about noon, possibly a few minutes before. Immediately after my departure the Brooklyn commenced steaming ahead and I noticed that the Commodore of the ships at the moment was Commodore Schley. He was in motion, presumably preparatory to taking their stations in steaming order to return to Key West. As soon as I returned to the Harvard to get my boxes was hoisted. I steered to the southwest for Kingston."

"Did you state in specific terms that you agreed with Commodore Schley as to the difficulty in coaling?" "The question was not discussed, and I expressed no opinion."

"Did the conversation occur before or after the dispatches which you told me had been read by the Commodore?" "In response to further questions Admiral Cotton said that he had the original translations of the cipher dispatches after the Harvard. The dispatch of May 25 was the first that he read."

Secretary Long's Instructions.
WASHINGTON, May 25, 1898.—Harvard, St. Nicholas Mole, Hayti: Proceed at once and inform Schley and also the senior officer present; of Santiago as follows:

"All department's information indicates Spanish division is still at Santiago. The department looks to you to ascertain the facts, and to see that the enemy, if thereon does not leave without a decisive action. Cubans familiar with Santiago say that there are landing places five or six nautical miles west from the mouth of harbor, and there is a small cove, which is probably the Spanish anchorage. From the surrounding heights can see every vessel in port. As soon as ascertained notify the department whether the enemy is there, could not squadron and also the Harvard coal from Merrimac leeward of Cape Cruz, Gonave Channel or Mole, Hayti. The department will send coal immediately to Mole, Rejoon without delay situation at Santiago, Cuba."

Mr. Raynor called attention to the fact that there were some material changes in the dispatches as printed in the official reports by the Navy Department. Admiral Schley's reply to these dispatches, he said, was that he was not sure he could not get the orders of the department, was then read and Mr. Raynor pointed out various changes in the language of the dispatch as printed in the official reports. He addressed the court briefly concerning the changes. He said that Admiral Schley had spoken of the weather as "boisterous," and that that was not the correct term. He said that the correct term was "strong breeze." He also stated that the Admiral had said that 5000 tons of coal would be necessary to reach Key West, and that the Admiral had stated in the original that the Harvard was going to Port Royal, whereas the Admiral had said that 5000 tons of coal would be necessary to reach Key West, and that the Admiral had stated in the original that the Harvard was going to Port Royal, whereas the Admiral had said that 5000 tons of coal would be necessary to reach Key West.

Following is the text of the original dispatch sent to the Navy Department: "Received dispatch of May 25 by Harvard off Santiago de Cuba. Merrimac's engine is broken and she is unable to return to Key West. She is at Key West, Texas, Maribehnd, Vixen and Brooklyn from collier owing to very rough seas and boisterous weather since leaving Key West. Brooklyn is the only one in squadron having more than sufficient coal to reach Key West. Impossible to remain at Key West. Request for coal. Account of squadron. Not possible to coal to leeward of Cape Cruz in summer owing to southwest winds. Harvard just reported to me she has only coal enough to reach Key West, and am of Yale, which is Port Royal; also reports only small vessels coal at Gonave or Mole, Hayti. Minneapolis has only coal enough to reach Key West. I have no coal to spare. Will leave Key West. Will require 5000 tons of coal at Key West."

Admiral Cotton then related a conversation he had had with Admiral Schley concerning a proposition of Lieutenant Beall, of the Harvard, to go ashore and put himself in communication with the Cuban insurgents. He could not, he said, recall the exact words of the conversation, but at all events Mr. Beall had not been ordered ashore.

Judge-Advocate Lemly then asked: "After you delivered the order and prior to the dispatch which he delivered to you to be sent to Kingston, what effort did he make to locate Cervera's fleet to your knowledge?" "None to my knowledge."

"Did he with his squadron at that time approach Santiago?" "He did not. I will qualify that to this extent: The vessel, of course, was not at anchor; they were moving about and there were directions for movement toward the harbor of Santiago."

"Referring to that phase of the dispatch, 'The department looks to you to ascertain the facts, and to see that the enemy, if thereon does not leave without a decisive action,' what within your knowledge did Commodore Schley do in obedience to these instructions?" "Nothing to my knowledge."

"On the departure of the flying squadron, supposed to depart on that day, as indicated by the signal for Key West, and the leaving of your own vessel for Kingston, what of the American force was left off Santiago to prevent the exit of Cervera's fleet from that harbor?" "I have no personal knowledge of that."

Judge-Advocate Lemly then started to read dispatches received by Admiral Cotton from Admiral Schley, delivered by the Scorpion. Mr. Raynor objects to the reading of these dispatches unless Admiral Sampson's dispatch, No. 7, to Admiral Schley should also be read, as he said Admiral Schley's orders were based on that. The court then read Admiral Sampson's dispatch, No. 7, to Admiral Schley should also be read, as he said Admiral Schley's orders were based on that. The court then read Admiral Sampson's dispatch, No. 7, to Admiral Schley should also be read, as he said Admiral Schley's orders were based on that.

At this point Captain Parker remarked that this dispatch could not be found.

THE CARNIVAL

AT EXPOSITION BUILDING and MULTNOMAH FIELD every afternoon 1:30 to 5, evenings 7:00 to 10:30, Saturday evenings 11. Closed on Sundays. MAGNIFICENT MUSIC BY TWO FULL MILITARY BANDS.

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THE YODLERS, the Wonderful Warblers from the Tyrol
The Greatest Electrical Illumination
THE LUNDGREENS, on their Wonderful Revolving Ladder
ALI ZADA, the Great Juggler
THE CHRISTIANS, The Clever Foot Cyclists

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To this remark Captain Lemly took exception, saying that it was out of place for counsel to make such comment. Admiral Dewey sustained the objection.

The order of Admiral Sampson, which is a letter known as the "Dear Schley" letter, was then read. "The 'Dear Schley' letter is dated Key West, Fla., May 25, 1898. Referring to a telegram from the Navy Department, which is a letter known as the 'Dear Schley' letter, was then read. "The 'Dear Schley' letter is dated Key West, Fla., May 25, 1898. Referring to a telegram from the Navy Department, which is a letter known as the 'Dear Schley' letter, was then read.

"I have decided to make no change in the present plans; that is, that you should hold your squadron off Cienfuegos. If the Spanish ships have put into Santiago, they must come either to Havana or Cienfuegos to deliver the munitions of war, which they are said to bring for use in Cuba. I am, therefore, of opinion that our best chance of success in capturing their ships will be to hold the two points, Cienfuegos and Havana, with all the force we can muster. If, later, the Spanish fleet should be sighted at Santiago, we could then assemble off that port the ships best suited for the purpose and completely blockade it. In the event of a successful blockade, the information we shall continue to hold Havana and Santiago."

Admiral Cotton's Dispatches. On cross-examination Admiral Cotton said that while he had delivered four or five dispatches to Admiral Schley he had the original only of the one dispatch which he had given. They had all been translated by Lieutenant Beall, and he had no record of any other dispatches.

Mr. Raynor—Then we will go ahead and see if you can find any more. I know you delivered them as far as you got them. "I desire to inform counsel that I have a record of the dispatches that were received by me or that came addressed to the Harvard or addressed to the senior officer of the Harvard, but I have no record of any other dispatches that were intended for Commodore Schley except one."

Mr. Raynor—You spoke of four or five dispatches? "The dispatches to which I have referred are those which were received on the Harvard by me."

"I have a record of the dispatches that were intended for the Harvard and were received by me as the commanding officer of the Harvard. I have not a clear record of all dispatches that were addressed to or intended for Commodore Schley or the senior officer of Santiago."

The witness identified one dispatch in the appendix to the report of the Bureau of Navigation, May 27, Schley had at this hour adjourned for luncheon.

The Afternoon Session. When the court reconvened after luncheon Mr. Raynor resumed his cross-examination of Admiral Cotton. His first effort was to reconcile certain dates, saying that the message was most important that they should be correct. He would admit the delivery of one dispatch on the 27th, but the contention was that the other dispatches were delivered on the 31st. He called the Admiral's attention to the fact that one of the dispatches which he said he delivered May 27 had been dated at Washington as of that date. This is the dispatch in which Secretary Long had instructed the commander as to the importance of determining explicitly whether Cervera's fleet was at Santiago harbor. The Admiral said that if he had said that this dispatch was delivered on the 27th he had made a mistake—that it was delivered on the 31st, after his return from Kingston. The Admiral said, however, that he was certain that he had delivered more than one dispatch to Commodore Schley on the 27th. He said: "I delivered to Commodore Schley two messages on the morning of May 27. I think it probable that among the dispatches which I spoke of having handed to him on that date there may have been some which were addressed to me and not to him, which contained information addressed to him. One was from Admiral Sampson and the other from the Navy Department."

Referring to his conversation with Admiral Schley concerning the coal supply of the fleet on the 27th, Admiral Cotton said that Admiral Schley had expressed great anxiety on that point, such

as any commander would have felt, he said, under the circumstances. At this point Mr. Raynor referred to the previous remark concerning coaling in the order of Admiral Sampson, which is a letter known as the "Dear Schley" letter, was then read. "The 'Dear Schley' letter is dated Key West, Fla., May 25, 1898. Referring to a telegram from the Navy Department, which is a letter known as the 'Dear Schley' letter, was then read.

"I understood you to have said that after reading the dispatches, the Commodore made signals inquiring the amount of coal on board of the Harvard. 'I did not,' responded the witness. "You stated you could have coaled the Merrimac on that day. Why did you not do so?"

"The first place I had no authority to coal. In the second place I was going for coal, which I could receive within 24 hours, and in the third place coal was more needed by the fleet than by the Harvard."

"Did you ask the Commodore for permission to coal?" "I did not."

Mr. Raynor attempted to have Admiral Cotton say that his conversation with Admiral Schley concerning Lieutenant Beall's proposition to go ashore and put himself in communication with the Cuban insurgents had occurred on the 31st, instead of the 27th. The witness said that this might possibly be the case, but that, to his best recollection, the conversation occurred on the 27th. Mr. Raynor explained that Admiral Schley had, on the 31st, sent another man ashore to communicate with the insurgents, which may explain Schley's declaration of Beall's proposition.

The witness said that up to May 24 he did not know of the presence of the Spanish fleet within the harbor at Santiago, nor did he know of any other officer who had that information at that time.

On redirect examination, Admiral Cotton said he was satisfied that he told Admiral Schley of Lieutenant Beall's proposition on the 27th, because he would have considered that he was remiss in his duty if he had not given the information at the first opportunity.

Dispatch From Sampson. Mr. Hanna here introduced copy of a dispatch from Admiral Sampson, which had been received by the Harvard, and which had not been made public heretofore. It was stated that this message had been written May 25. A notation on it showed that it had been received May 25. The dispatch was in cipher, and was directed to the Harvard at Mole St. Nicholas Mole, and was translated by Lieutenant Beall, and was presented to the court.

"The Spanish squadron at Santiago; if previous to May 19, scout off Santiago. Communicate with Schley if he (they) move west. Schley is expected May 24 from Santiago to Key West. Telegram from Nicholas Mole to Key West if he (they) move east, and leave letter for Schley. I shall be at Cay Francis with squadron. If two scouts are available, one should keep track of Spanish squadron."

Admiral Cotton said that the copy which he had read had been retained by him. He added that if he had ever given that dispatch to Admiral Schley, it had been on the 27th, and not on May 31.

Mr. Raynor then produced the point that the document read was a copy and not the original. He called attention to the fact that the document had not been printed in the official reports of the Navy Department.

An animated controversy followed, in which Mr. Raynor commented upon the (in his opinion) inaccuracy of the original dispatch, and added: "This is an inquiry, and not a prosecution, and you are here to protect and vindicate Admiral Schley, as much as we are."

He said that Admiral Schley had turned in all his papers, and that Admiral Sampson's papers should also be available for the purposes of the court. Captain Lemly then produced the original cipher copy of the dispatch. He asked the witness how he had received the message, and the witness replied: "I received from the cable office on board the Harvard at St. Nicholas Mole, the dispatch of which this is a translation. Lieutenant Beall made the translation."